GLAD TIDINGS.

The Voyageurs Via the City of Brussels Safe.

A BROKEN SHAFT.

Pilgrim Passengers' Mid Ocean Prayers for Succor Answered.

A SISTER SHIP TO THE

Statement of Mr. Gall, Who Returned by the City of Richmond

While in many of the Catholic churches of the city prayers for the safety of the City of Brussels and its devoted pilgrim passengers were being offered up yes-terday, a good ship was atcaming up the Bay carrying so many days. The City of Richmond—a sister ship of the vessel news of whose fate was so anxiously ooked for-arrived at her pier at nine o'clock and re ported the Brussels safe, but disabled, and proceeding to her destination under sail. The two vessels met in nid ocean on Tuesday evening last and parted com-pany a few hours later, the one to carry devout worto anxious friends of the salety of the coyageurs across the ocean's wide expanse. The news of the safety o the vessel and her living freight caused the greatest joy in the city when the newsboys distributed the par-ticulars throughout the entire city within a couple of hours of the arrival of the Richmond in extras of the Evening Telegram.

A HERALD reporter spent Saturday night at the Quarantine boarding station at Clifton, watching for the appearance of the City of Richmond, that had been ordered to keep a sharp lookout on her voyage hither for the overdue steamer. The long watches of the night passed, but she did not appear, and sea-faring men about the station prophesiod that she would not likely arrive until to-day. About sunrise the cheering intelligence was given that the Richmond had been signalled. She arrived off the boarding station about half-past six A. M., and was boarded by the reporter, who learned of the safety of the Brossels and that the public had been saved the borrors of another great calamity at sea. From Purser Thomas Kinsey, other officers of the vessel and the log of the Richmond it was ascertained that the Brussels was sighted between four and five o'clock on the afternoon of last Tuesday, in latitude 46 deg. 30 min., longitude 41 deg. 13 min., about 1,300 miles this side of Fastnet Light. The Brussels was proceeding under canvas to her destination and reorted to the Richmond that she had broken her shaft on Monday morning, 23d uit. The officers of the City supplies as she is likely to require to complete the voyage, and in mid ocean the two vessels parted company, the passengers of the Richmond giving a farewell cheer for the pilgrims on their mission to the Holy

All the passengers were in excellent health and spirits, the voyage having been a vory pleasant one. The pilgrims especially betrayed great anxiety to continue the voyage, and although consent was given for any of the passengers to return by the City of Richmond, but one gentleman availed himself of the offer. The officers of the Richmond express the opinion that unless the noble vessel be delayed by port in eight or ten days from the time they fell in with her, so that by Thursday or Friday next we may expect to hear of her safe arrival on the other side of the Atlantic. It is possible that the powerful steam ing Challenger, which was sent out from Queenstown me days ago, may fall in with her, and, towing her in, shorten the voyage.

Mr. J. Gall, the optician, of No. 21 Union square, who was a passenger on the City of Brussels, returned in the City of Richmond, leaving his baggage upon her, and will again embark for Europe on the outgoing trip of the versel on which he returned. Mr. Gall, to the HERALD reportor, made the following statement: "As you know we sailed on Saturday, the 21st uit seven o'clock, during the morning services. The devotional exercises were disturbed by a crash that jarred the vessel very perceptibly from bow to stera. The ergines at once stopped, and many of the passengers repaired to the deck to ascertain the cause. It was soon learned that the shaft had broken. The intelligence did not seem to cause any alarm among the pingrims, and the officers of the vessel zoon satisfied the new anxious passengers that no danger need be apprehended. Sail was at once set and the vessel proceeded slowly on her course. The weather was very fine for several days, and at times the vessel was nearly becaimed. On Wednesday, the 25th, we sighted and signalied a French steamer, which returned the signals, but bore away and made no effort to communicate with us. We did not ascertain her name, but her action in falling to come to and communicate with us was very severely criticised. On Saturday, the 25th, we sighted an Irish bark from Cork, lumber inden; gave her the signal of distress, she bore down, and coming alongside promised to report the accident to any vessel she met. We continued to make steady but slow progress under sail, and on Monday, the 30th ult., fell in with a Norwegian brig which offered assistance, but as we required nothing sic promised to report to passing vessels and then bore away on her course. We sighted no more vessels until last Tuesday, when, to our great joy, we encountered the City of Richmord, with which we exchanged signals. She came alongside, and after learning the cause of our delay, supplied us with such provisions as the Brussels was likely to require. All the passenvers were in the best of health and spirits, especially the pigirims, who spent mort of the time in religious exercises, holding three services a day in the grand saloon. I knew my wife, whose health is very poor, would be very sanious, and I decided to return to alay her alarm, believing that the Richmond.

Mr. Gall, who is somewhat of a humorist, gave a seven o'clock, during the morning services. The de rotional exercises were disturbed by a crash that

Mr. Gall, who is somewhat of a humorist, gave a

Mr. Gall, who is somewhat of a humorist, gave a quaint description of the religious exercises, and ventured the opinion that the prayers of the faithful had something to do with the breaking of the shat, and that Providence willed it for the purpose of prolonging the voyage and enabling the piggrims, by more earnest devotion, the better to fit themselves for the religious duties before them. He declares that on future voyages he will avoid pilgrims as fellow passengers, and put his trust alone in Providence and the powerful propeller for a safe voyage. Mr. Gall reports that there was a short supply of ice on board, and, in consequence, the shipments of fresh beet by the vessel, estimated as worth \$30,000, will be a total loss.

On board the City of Richmond it was stated that the French steamship mentioned by Mr. Gall was bound westward. Whether the break in the shafe is close to the screw or not cannot be ascertained till the vessel is placed on the dry dock and the packing box opened. In one day the Bruesels saided 183 miles under canvas, and it is surmised that with a fair wind she may run 200 miles per day. In fifteen days she has made, including her first two days' steaming (say 700 miles), about 1,500 miles, and it is probable that her voyage may occupy, from first to last, some thirty-five days, making allowance for adverse winds. The City of Richmond also fell in with the broken down Anchor line steamship Sidonian at half-past live A. M. on the 7th of May, at about 400 miles from the Fastinet ight.

THE SCENE AT THE IPMAN WHARP. At the linear what, pier 45, yesterday afternoon, aundreds of people flocked down to the City of Richmend to get further details respecting the speaking of the City of Brussels to mid-occan. To the iron gate of the whart was affixed a large deal board, bearing the inscription.

The friends and relatives of those on board the russels, who asked for news, were courteously received and given all possible information. A great anny congratulations were exchanged over the good

many congratulations were exchanged over the good news.

At the wharf of the General Transatiantic Company it was stated that the only vessel of theirs which arrived about the time mentioned by Mr. Gall, and which refused to answer the signal, was the Canada which left Havre on the 21st of April and Flymouth, England, on the 22d and arrived bere on the 24 of May. The Canada would therefore have had to nearly cross the Atlantic in three days to meet the City of Brussels on Wednesday the 25th of April. The next Fronch vessel which arrived here was the France, now in port, when left Havre on the 28th of April. The Canada left here on the 9th and will probably arrive at Plymouth about Friday next, the 18th inst. It was said also, at the French whart, that it one of their vessels was to see another vessel showing the flag of distress she would undoubted by proceed to her assistance.

DESCRIPTION OF THE VESSES.

The steamer City of Brussels was launched from the

the spar dock. There were steam whiches on the roundhouse deck, fitted with all the recent improvements and counseted with pumps having access to the lower cargo holds. Ample provision had thus been made for such configencies as would endanger the salety of the vessel in the event of a fire, or the sudden inflow of water from collision, leakage or any other cause. The cargo holds were well supplied with pumps and steam fire extinguishers.

On her return to Europe last June the vessel was laid up for repairs. She was thoroughly overhauled and relitted. New engines of the compound type and new boilers were crected. Many new staterooms were also put up. Several of the latter were very large, some of them containing wardrobes. Every room was furnished with heat, water and electric bells communicating with the steward's quarters. The City of Brussels next appeared in New York in the darly part of March last. She sailed from this port for the first time after these extensive alterations on March 17. The trip on which the pligrims went out was the second trip the renovated vessel had made from this side, and it is devoutly to be hoped that she will make her port and enter upon many more prosperous voyages that will be attended with less anxiety to those who "go down to the sea in abings."

Bellow will be found a revised list of the passengers by the Brussels:—

Casin.—Austin, Miss, Montreal; Austin, Miss Alice,

those will be found to the sea in abliga."

Below will be found a revised list of the passengers by the Brussels:—

Cabin.—Austin, Miss, Montreal; Austin, Miss Alice, Montreal; Anderson, Mr. and Mrs. Theodore; Brien, P. F. O., Brooklyn; Bannon, Rev. J. T., Detroit; Brennen, Mr. and Mrs. W. Montreal; Barry, Rev. Thomas F., New Brinnswick; Brattle, David, Ontaric; Carolin, Miss June. New York; Cromblehome, Rev. M., Montreal; Carolin, Miss June. New York; Cromblehome, Rev. M., Montreal; Cloren, Mrs. Joseph, Montreal; Cooper, Misses (two); Cooper, Misses, H. A. and maid; Cooper, Misses (two); Cooper, Marstin Bertie; Carroll, Mr. M.; Dowd, Rev. P., Montreal; Dodin, Mr. M.; Dowing, Rev. T. J.; Egan, Rev. John, Montreal; Gall, Mr. G. Ghea, Mr. G.; Hanber, Rev. Joseph, Brooklyn; Longbottom, J. E.; Longbottom, Mrs. Lewis; Longbottom, Miss Rachel; Mellor, Robert, New York; Mahon, Miss A., Lynn, Mass.; Mangan, Thomas, Pittston, Pa.; Meager, Rev. M., Philadelphia; McKenna, Mr. and Mrs. T. B., Montreal; Mullarkey, Mr. M. C. and two daughters, Montreal; Mullarkey, Mr. M. C. and two daughters, Montreal; Morris, Mrs. E., Brooklyn; McGovran, Hon. J. W.; Mellon, Mr. J. E.; Meredith, Mr. Albert; Meredith, Miss Isabel; Newton, John, Major General, New York; O'Gorman, Mr.; O'Gorman, Rev. James; Porteus, Mr. Masser, Rice, Miss Mary L., New York; Rabault, Mr. and Mrs. C. P., Detroit; Reese, Mrs. D., Montreal; Sheridan, Miss, Montreal; Miss, Miss

ITAVETE, Charles; Wren, John; Waish, John; Ward, Mary.
OFFICERS.—Captain, Fredrick Watkins; Purser, Henry Main; Surgeon, J. G. Waters; Chief Stewards, George Dent; Stewardes, Mrs. Mortimer; First Officer, MacDowell; Second Officer, Traiton; Third Officer, MacDowell; Second Officer, Traiton; Third Officer, Somers; Fourth Officer, Cummings; Chief Engineer, Sharrock. The Captain was formerly chief officer of the City of Berlin.

The Messre. Imman, one of whom is now a visitor in our city, have all along maintained the theory that the cause of delay in arrival out of the City of Brussels was the breaking of the shaft of the vessel. This opinion was cabled from Liverpool on the 10th, and we now have a fresh admonition that it is not safe to give way to gloomy forchodings of disaster to an vessel under sail to reach a port.

dentiy a most agreeable surprise to the congregation, and after the services the gratifying news became the chief topic of conversation among those who had attended the services. In several other churches the news was announced and thanks offered to God for the preservation of the City of Brussels.

CENTRAL PARK

THE PROPIE'S DAY-THOUSANDS SEEK REFRESH-MENT AND PLEASURE AMID ITS WOODS AND

The bright and cheery weather yesterday drew from the crowded houses of the city thousands of toil worn men and women to the verdant meadows and shady walks of Central Park. It is on this people's day that can be best appreciated the blessings which this breathing place confers on the dwellers in the crowded tonement houses of this city. In great streams the people poured in from all sides, and it was only necessary to watch them for a little while to become convinced that they enjoyed fully the health-giving beauties by which they were surrounded.

DECEMB WITH GREEN.

Just now Central Park affords a delightful retreat from the hot pavements of the streets and the noise and bustle that even on the Sabbath day disturb the quiet of the city. Dame Nature this year has been slow in putting aside her winter garb, and though by force of habit she has begun to change her raiment, some traces of her winter's garb are still visible among the bright and cheery colors she is wont to display in the hopeful springtide time. Here and there in the landscapes may still be detected the staring black branches of leafless trees, sad mementoes of departed winter, looming up amid scenes or beauty like the memory of lorg buried sins, suggesting that even fair Nature has lurking in her secret closets skeletons that will arise to mar the days of peace and joy. Save those intrusive skeleton forms, on all sides the

eyes rests on naught but scenes of serone and soothing beauty. Like an immense carpet spread out invitingly the meadows clothed in tender green; but unvitingly the meadows clothed in tender green; but unfortunately they are meadows only in name, for the laws of the Park Commissioners prevent the people turoing them to their natural uses. They are panoramic beauties to be gazed on but not enjoyed. In any other country they would be occupied by ioling groups and the merry cry of children at pray would fill the measure of their beauty. But under the irou rales at present in ferce all this beauty is berren—at least as barren as any true beauty. But under the irou rales at present in ferce all this beauty is berren—at least as barren as any true beauty can be. Not a blade of gress is turned by the foot of childhood, and old and young look wistfully at the inviting grass as they saunter arong the pebbly pathway exposed to the glare of a sun that already scorches the pedestrian and makes welcome the sheltering shade of the troes.

The types Trx.

The toyely weather timpled the conservative "upper ten" to appear in force, and even during church hours the drives were well filled with the carriages and longings of those for whose special behoof Central Tark acoms planned. No doubt a little water sprinkled on the roadways would have enhanced the charms of a drive through the delightul secuery of the Park, but the favored children of lortune could well afford to lorget this slight drawback in view of the many compensating advantages they enjoy. A genite broeze that rusted through the trees leden with delight perfumes made driving thoroughly enjoyable.

The more poetic visitors soughs their pleasure on the trangul waters of the lake. Here beats, laden with happy fathers of lamilies and their precious offspring, moved about with graceful and dignified motion. Sheltered from the sun by bright colored awnings the pleasure seekers could only the cool and retreshing breezes that stole over the water, and the intite ones hauging over the boat's side, in delance of parental admonition, dabled their tiny hands in the water. Of all the visitors, perhaps, those were the most active fortunately they are meadows only in name, for the

THE CENTRAL PARK RUNAWAY.

DEATH OF MRS. RENWICK-THE COBONER'S INQUEST-A YOUNG LADY'S PRESENCE OF

MIND-THE COACHMAN'S STORY. The Central Park accident has been made the more McDonal, was in the coach at the time the horses took fright, and who leaped from the carriage to re-ceive fatal injuries. She died at the Presbyterian Hos-pital, in Seventieth street, at an early hour yesterday

taken to the hospital. Drs. White and Post came in shortly after, but their skill was of no avail. The lady was unconscious from the time she struck the ground till the moment of her death. She recognized no one, nor spoke a word the whole time she was in the hos-pital. Mr. Renwick, her husband, had gone down own early in the morning, having made arrangements with his wife to meet her about one at a store she was o do some shopping in. He transacted some business and then went up to meet her at the appointed place. She was not there, so he hurried back to his ing him of the sad state of affairs. As quickly as possible he hurried to the hospital and arrived there about three o'clock in the afternoon. He did not leave the bedside of his wife, but up to the moment of her death he watched over her, hoping that she would at least show a slight recognition of him. Rev. Edward L. Clark, the minister of the Church of the Puritans, and Mrs. Renwick's paster, came down to the hospital also, and with Dr. Buchler, the house surgeon, watched by the bedside. They thought she would recover; in iast, they had strong hopes to the last, as she seemed to sleep soundly and peacefully. Only twice during ner last hours did she move; on one occasion she stroked back her hair forchead after the manner of a thoughtless little girl; again she raised herself on her clow and smoothed easy. The watchers on each occasion hoped and returning consciousness, but she made no further movement. At nine o'clock yesterday morning Mrs.

THE CORONER'S INQUEST. Word was at once sent to the Corener of the death of Mr. Renwick, and a reply was received from him permitting the body to be taken to Mr. Renwick's, 127th street and Sixth avenue, Mrs. Modonal's body and previously been taken to the same residence. marks were visible on the pallid features of the dea L was a swelling back of the left ear. The friends of the deceased said that they looked but little changed. Mrs. Renwick was only twenty-nine years of age. Besides

deceased said that they looked but little changed. Mrs. Henwick was only twenty-nine years of age. Besides a husband, she leaves a little girl to mourn a great loss, the same little one who was so miraculously saved.

Goroner Woltman had taken testimony in the case of Mrs. McDonal on Saturday. No one seemed to know anything about the circumstances. No evidence of any value was given. Yesterday alternoon, after transacting some business down town, the Coroner proceeded to St. Luke's Hospital, where William Bryan, the driver, made his statement. He then went to the Presbyterian Hospital and thence to the house of Mr. Renwick's father, 126th street and Flith avenue, at the first place receiving the testimony of Surgeon Jacobus and at the latter that of Miss Faszett, the young lady of fourteen years who so narrowly escaped the sau fate of her older companions.

A victors Animal.

William Bryan, being duly sworn, said:—He was in the employ of Mr. Renwick, 128th street and Flith avenue, as coachman; on the 12th inst, about ten, he left the house with Mrs. Renwick, two children and a hady, name ucknown to him; he was directed by Mrs. Renwick to go to Eighth street, near Fourth avenue; he drove along the Eighth avenue side of Cautrai Park; when about one hundred feet from the Frity-inth street entrance some little girls coming up the Park frightened the horses; they ran the pole of the coach against the body of a free; then turned and started back through the Park; saw a lady jump from the coach and was himself thrown from the box; a policeman placed him in a wagon and brought him to St. Luke's Hospital; one of the borses was a young and rather wild animal; would shy at most everything; had been in Mr. Renwick's employ since May

Leilan, Eliza; Morthersen, L.; Morthersen, O. and tour children; McCaffrey, Raciafrey, Raciafrey, Raciafrey, Raciafrey, Raciages; Mulligan, Mary; McLaughin, William; Neil, Mary; Nash, Jobn; O'Brien, Bridget; Rowlstone, W. H.; Rish, Maria; Rasmussen, Julia; Ross, Alexander; Reddington, Mary; Rimmer, Atoma; Roach, Ellen; Riley, Philip; Rowan, Thomas, and wile and infant; Reynolds, Ann; Ryan, Julia; Schellinger, Otto; Scarayne, Thomas; Swan, Edward; Shipjey, Thomas; Smith, James; Shenshan, James; Tippit, Josoph; Iravers, Charles; Wren, John; Watsh, John; Ward, Mary.

Oymers, —Captain, Fredrick Watkins; Purser, Henry Main; Surgeon, J. G. Waters; Chief Steward, Goorge Dent; Stewardess, Mrs. Morumer; First Officer, Bamedowel; Second Officer, Traiton; Traiton; Third Officer, Sharrock. The Captain was formerly chief Cofficer of the City of Berlin.

The Messrs Inman, one of whom is now a visitor in our city, have all slong maintained the theory that the cause of delay in arrival out of the City of Brissels was the breaking of the shalt of the vessel. This opinion was cabled from Liverpool on the 10th, and we now have a fresh admonition that it is not safe to give way to gloomy forebodings of disaster to an one seems to attach any blame to him. There are one of the City of Richmond. The announcement, totally unexpected as it was, was evinced as a state to side of the bed; continued in this condition for about we to three hours, when a black and liter the services the gratifying news became the chief topic of conversation among those who had at each of the registry to minety; at seven P. M. was periectly quiet; during the night her pulse was delayed from Liverpool on the City of Richmond. The announcement, totally unexpected as it was, was evinced as a state to side of the bed; continued in this condition for about two to three hours, when a black and liter the services the gratifying news became the chief topic of conversation among those who had at the firm eight year the registry to minety; at seven P. M. was periectly

condition for a court we to three hours, when a back and blue spot appeared just behind the left car, with some swelling; with this exception there were no contusions or bruises anywhere; about one F. M. she was difficult; but the pulse varied from eighty to hinety; at seven A. M. on the 18th, apparently sleeping heavily; eight A. M., pulse was 130; at half-past eight she had ceased to breather artificial respiration by means of battery thi hine, when death ensued; cause of death was concustion with compression from extravastion of blood, probably due to fractors at the base of the brain.

Mrs. Renwick did not seem to suffer any pain, although at times she cries aloud, but as she was unconscious, pain had no terrors for her.

Grace McD. Fassett, boing sworn, said:—Reside at No. 97 Columbia street, Albany, N. Y.; am related to the deceased; about half-past ten on the 12th, as Mrs. Renwick also, Mrs. McDoual and myself were riding in Central Park—do not know the locality—the coach seemed to move sideways, and, the horses ronning against a tree, broke the pole; the horses started on a run; Mrs. Renwick opened the door, and, with her child in her arms, leaped out of the carriage; then Mrs. McDoual told me to jump, and then told me to get off her dress so that she could jump; she pulked her dress from me and jumped out; the horses continued to run; in a short time the carriage topped; pot out and saw some one holding the horses; my aunt and cousin were removed to the Presbyterian Hospital; the former was dead and was removed to the Arsensi.

Miss Passett escaped uningured. Sie seems, although so young, to have had more presence of much than any other of the carriage party. When the two older ladies lief and her lace paid from fleght, intelligent intel lady, in novance for her years, and had her advice been heeded and all the party stayed in the carriage they, in swell as she, might have been saved.

A LITTLE ORPHAN.

Mrs. McDoual leaves and came to live with her husband in Harlem. She was a member of the corrige, he

CAPTAIN HOGAN'S BODY FOUND.

The body of Captain Hogan, who has been missing from his home for about three weeks, was found yes terday morning floating in the East river at the At hintic Basin, Brooklyn. About twenty years ago Captain Hogan was a prominent member of what was once known in Brooklyn as the Napper Tandy Arul During the late rebellion he was captain of Bat-A. N. Y. S. V., attached to General Meugher's

lery. During the late robellion he was captain of Battery A. N. Y. S. V., attached to General Meagher's Irish Brigade.

Captain Hogan was a well known citizen of Brooklyn, and resided with his family at No. 268 Warren street. He was engaged at the time of his disappearance in the job printing business at No. 241 Broadway, this city. On the Sunday morning he left his home for the last time, he went directly to St. Paul's Roman Catholic Church, corner of Court and Congress streets, and attended

LARGE FIRE IN BROOKLYN.

BURNING OF THE BROOKLYN LINSEED OIL

WORKS-LOSS OVER FOUR HUNDRED THOU-

SAND DOLLARS-A FIREMAN BADLY INJURED. day, involving a loss of several hundred the ars and destroying four large buildings. The dense smoke which proceeded from the burning structures attracted the attention of thousands of people, who remained about the of the configration throughout the entire day. The fire occurred in the extensive linseed out between Main and Washington streets. About ten o'clock in the foreneon the watchman discovered the fire on the third floor of the building, which is a six story structure, and strongly braced with iron girders. The flames spread with great rapidity, owing to the highly inflammable material contained in the factory, and black and towering columns of smoke, which atmosphere, darkened the sky in the vicinity. The engineer in the lower part of the building blew the alarm whistle, and the signal was sent from the station at the Main street ferry. The firemen rendered prompt response to the summons, and two subsequent engines were on the ground and pouring deluging streams of water upon the flames. In were 35,000 gallons of lineeed oil in casks, which were stored in the lower part of the building, and speedily caught fire. In the cellar there were 30,000 gallons of oil in tron tanks. These tanks were connected with two two story sinter coofed brick buildings in the rear of the factory. The storerooms in the main structure contained linseed oil cakes and other material, valued at \$30,000. The machinery, the damage to which is not known, is valued at \$30,000. In the rear buildings there was machinery valued at \$30,000 and is sock worth \$2,500. The loss on the two small structures, which were entirely destroyed, was \$10,000. There were 35,000 gallons of oil stored in carrels in building No. 1, and 25,000 gallons of oil stored in carrels in building No. 1, and 25,000 gallons of oil in building No. 2. The loss of machinery and oil in those two structures was \$30,000. In the upper floor of building No. 2 was \$5,000 worth of linseed. The fire men devoted their efforts to continct the surrounning property. They were successful, apparently, until lour o'clock, when the flames burst forth from the five story brick building No. 62 Front street, which was connected by oil tanks underground with the Water street structure and formed part of the linseed oil works of Campbell & Thayer. A portion of the front wail fell out into the street with a loud crash, and the great mass of ill mes which sort upward caused considerable alarm among the tonasis residing on Front street, who lost no time in removing their household effects from their threatened habitations.

Frank Hatton, a member of Truck Company No. 1, was at work on the roof of the Front street building just bolors the wall fell, and upon being warned of the danger he jumped down upon the roof of an extension, a distance of twenty-five feet. Hatton, who was severely injured about the right same leep and back, was removed to the Jiong island College Hospital in the ambula ce. The Front street building feil in story by story and portions of the walls left into the street, blocking the latter with the debris. The building cont stored in the lower part of the building, and speedily caught fire. In the cellar there were 30,000 gallons of

kept a steady flow of water upon the ruins till a late hour last night.

INVESTIGATION.

Fire Marshal P. Keady who made an investigation as to the origin of the dire, took the testimony of the watchman William Kerns who testified that he discovered the fire on the third story of the main building about ten o'clock A.M. A smoke was proceeding from a quantity of empty guano bags, and he could not make his way into the room. The floor is used for the storage of empty bags and innseed, and there were about 200 bags there when the fire broke out. There was no fire in that part of the building before the time the witness discovered it; he had passed through there about hair an hour before he found the smoke; the building was usually kept closed; witness notified the engineer, who immediately gave the alarm by blowing the whitsle.

George Gossip, the engineer, and other witnesses, corroborated the statement of Kerns.

It was stated that the employes of the works who were in the buildings attempted to extinguish the dire when it was first discovered, and while employed in throwing water upon the burning bags, in their tuille efforts, lost considerable valuable time, which would have enabled the Fire Department to stay its progress effectively.

THE LOSSES.

The losses are estimated as follows:—On oil, \$116,250;

THE LOSSES.

The losses are estimated as follows:—On oil, \$116,250; on buildings, \$46,000; on general stock, \$107,500; on machinery, \$120,000—making the total loss \$408,750. The property is insured for \$300,000. The names of the companies in which the insurance policies are held could not be ascertained yesterday, but they include the principal insurance companies in the two cities.

FIRE IN A CARPET FACTORY.

A fire broke out in the second story of the ingrain carpet manufactory, Nos. 210 and 212 Classon avenue, Brooklyn, about half-past tweive o'clock yesterdmy afternoon, involving a loss of \$3,000 on stock and fix-tures. The stock is insured in the Phonix Insurance Company for \$2,000; Mechanic's, \$1,000; Paterson, \$500. The loss on bullong is \$500, insured. The proprietors of the factory are Messrs. William & James Watts.

PHILADELPHIA DRAMATIC NOTES.

"Our Boarding House" has been revived at the Chestout Street Theatre, Philadelphia. Cecile Rush (Mrs. Charles Brooke) has been playing at the Museum, Philadelphia, in "Rose Michell." She

gave a good performance. Mr. E. L. Davenport appears at the Wainut Street Theatre, Philadelphia, this week in "Dan't Druce." On Friday evening, for his benefit, Mr. Davenport will appear as Sir Giles Overreach in "A New Way to Pay Old Debts," and on Saturday evening as Brutus in

The production of the new play by Bartley Campbell, "A Horoine in Rags," at the Arch Street Thea-tre, Philadelphi, last week, was a success for the author and for Miss Edie E. Ellsier. On Wednesday at-ternoon next Miss Ellsler will give a matinée performance especially for the profession. Many New York actors will be present as the guests of the management of the Arch Street Theatre.

CHANGED HIS BOARDING HOUSE.

Edward Laurence notified the landlady of his boarding house, Mrs. Cornelia Dupont, of No. 18 West Third street, that he was going to Philadelphia on the 1st of May. On the 2d of May Mrs. Dopont received a message asking her to call on a friend in Fortysecond street. She went to see her friend
discovered that the message was a bogus one, and also
discovered on her return to her home that her trunk
had been broken open and that about \$250 worth
of clothing and jewelry had been stoien.
Mrs. Dupont's servant informed her that her
late boarder, Mr. Laurence, had called during
her absence, said he wished to get some
shirts that he left in the house, and went up stairs,
as sie supposed, for that purpose. Mrs. Dupont at
once suspected Laurence of being the puriother of her
wardrobe and jewelry. He was arrested by Detective
Dolan, of the Fitneenth precipet, on Saturday, and
was committed by Judge Wandell yesterday in \$2,600
bail to answer. message asking her to call on a friend in Forty-

BRANNIGAN'S IRON BAR.

James Brannigan, of No. 435 West Forty-fifth street, was arraigned at the Fifty-seventh Street Court yesterday on a charge of beating Neil Duross, of No. 205 East Thirty-second strest, about the head with an iron bar on the 11th of May. Brannigan claimed that he had been attacked first by Duross and and struck him in self detence. He was held in \$2,000.

SOMERVILLE AND THE SAFE. With reterence to the reports from Washington that

be would make a confession setting forth the inner workings of this famous Washington safe burglary conspiracy, Somerville, the lawyer, now in jail in New Jersey for alleged forgery and conspiracy, says they are without foundation. He denies having made any conicasions. He had acted, he says, simply as counced in the matter, and knew nothing about the affair beyond what he hierned as counsel. He expresses great surprise at the report.

A TROUT PRESERVE ROBBED.

Robert Bland and Michael Gregory are accused before Justice Goldthwaite, of Bellport, L. I., with stealing about 4,000 trout from the preserves of Mr. Masury, the owner of the club house property at Eastport. It is alleged that on Weenesday night they went to the trout pond and almost cleared it of fish, which they conveyed away with a horse and wagon, and the next morning shipped them to a firm at Fulton Market, New York. The case is still pending.

BASE BALL.

The Athletic Club of Philadelphia start upon an xtensive tour to-day. They play this afternoon at the Union Grounds with the Chelsea Cigb. The Live Oaks, of Lyno, and Rochesters play today at Rochester; Aligneny and Anburn, at Anburn; In-dianapolis and Buckeye, at Indianapolis; Cheisea and Athletic, at Brooklyn, and Americas and Keystone, at the Centennial Ground, Jursey City. OUR COMPLAINT BOOK.

[Nors.-Letters intended for this column must be mpanied by the writer's full name and address t insure attention. Complainants who are unwilling to comply with this rule simply waste time in writing.— Ep. Herato.]

A DANGEROUS SPITZ.

TO THE EDITOR OF THE HERALD:-Notwithstanding the recent dog law, a fine, w grown Spitz, unmuzzied, wanders at will up and down the block in Ninetcenth street, between Irving place and Fourth avenue, and in Irving place. Where sro the police? A RESIDENT.

THE HARLEM TRAINS.

TO THE EDITOR OF THE HERALD:—

Why don't the late trains on the Harlem Railroad stop at Eighty-sixth street, and why don't they reduce the rates from Eighty-sixth street to Forty-second or give us a transfer, so that we can take horse cars Thirty-two cents is too much to pay. A RIDER.

DANGEROUS STREETS.

To THE EDITOR OF THE HERALD:—
Will you please call the attention of the Department
of Public Works (or whoever has charge) to a large tree on Fifty third street, near Broadway, that has bent over so as to a most stop carriages from going through the block? I have asked the police about it severa times, and they say they will attend to it, but they de not. It is very dangerous, and a number of wagons and carriages have been isjured by it. A RESIDENT.

TO THE EDITOR OF THE HERALD:- You would oblige the rowers of South Brooklyn brough the columns of your valuable paper, if an el tective protest could be make in regard to indecent bathing in Gowanus Creek and vicinity. J. A. B., Jr.

THE EIGHTY-FOURTH STREET STRAMBOAT LANDING. TO THE EDITOR OF THE HERALD :-

With deep interest I see that you opened some space in your valuable "Complaint Book" in the interest of the inhabitants of Yorkville. I hope that through this be compelled to again land their boats at be compelled to again that their boats at Eighty-fourth street. I, as well as many others, nave removed up town to have the benefit of a healthy ride on the river instead of being Compelled to stand in dirty, unhealthy and eranimed horse cars for over two and a half hours every day I believe if the owners of the steamboat company would sell 100 rip tickets to be used within four months they would find a sufficient number of passengers to make the landing pay well. SEVENTY-NINTH STREET.

TAKE THEM AWAY. TO THE EDITOR OF THE HERALD :-

The residents of Sixty-fourth street, between Lexingion and Fourth avenues (particularly those near Fourth avenue), are very anxious to get rid of some large stones which prevent the street being cleaned and make a harbor for rats.

RESIDENT.

TO THE EDITOR OF TGA HERALD:is there no law for the protection of children? My son, who happens to be an office boy at the small amount of \$2 a week, came home the other evening crying. Asking him what was the matter, he told me an officer had beaten him. Cannot this clubbing business be stopped? I live in the Fourth ward.

A MOTHER.

A NEW HUNTING FIELD.

TO THE EDITOR OF THE HERALD:-Every other evening after coming from work we are chased around like a lot of sheep by the police. Is there any remedy for it? The locality is Frankfort, Vandewater and Gold streets and the officers names are Flangan, Hoyt and Murphy. NO LOAFER.

there any remedy for it? The locality is Frankfort, Vandewater and Gold streets and the officers names are Flangan, Hoyt and Murphy.

A SEVEN KEALS' NUISANCE.

A SEVEN KEALS' NUISANCE.

To the Editor of the Heraldo:—
I would draw attention to the drays and earls which block up Thirty-seventh street, from Broadway to Seventh avenue. I counted twenty vehicles opposite my house last Sunday. We have suffered this naissance soven years.

CARD PLAYING ON THE HARLEM BOATS.

To the Editor of the Harlem Hoats.—
The reference in your "Complaint Book," by J. Holman, No. 214 West 125th street (not found at address given) to card playing on Harlem (?) boats is so worded as to require explanation. Will Mr. Holman, Kindly give the names of the boats he speaks of. There being two lines of boats running to Harlem, unless the names are given, both must share in the odium, when has enforced the rule during that time. Which is 17 Give us the names!

HOW IT IS DONE.

To the Editors of the Willer—strictly prohibited card playing on their boats some live or six years since and has enforced the rule during that time. Which is 17 Give us the names!

A J.

HOW IT IS DONE.

To the Editors of the Will Done.

As a specimen of Low thoroughly our streets are cleaned let me call your attention to a few lact, This morning a half dozen able bodied men, with brooms and hoos, attempted to clean Forty-first street, between Eighth and Ninth avenues. They street, between Eighth and Ninth avenues. They

street, between Eighth and Ninth avenues. They skimmed lightly over the surface and did not attempt to remove the dirt with their hose. As a consequence to remove the dirt with their hose. As a consequence after they were through there was more dirt on the street than in the piles they so feebly heaped up. Next came the dirt cart, and as the man who was supposed to gather it up threw more in the street than in his cart the atreet (excepting the centre) is dirtier than it was this morning. If the men had not been too laxy to work, and had used their hoes and brooms in the first place, and a man had followed the cart and awapt up the retuce, this would have been obviated. Possibly it is too much to expect the foreman of these gangs to see that the men do their duty. JUSTICE.

MAIDEN LANE PAVEMENT. TO THE EDITOR OF THE HERALD:-

Whose duty is it to see that the streets are kept in good condition. It is impossible for a carman to pass through Maiden lane with a truck, as the street is in the most dilapidated condition.

J. A. SFORY, Carman.

RAILROAD FARES.

TO THE EDITOR OF THE HERALD .-- Why do the Pennsylvania Railroad charge more for the regular through tickets from Baltimore to New York than for local fares for the same distance. The lare from Baltimore to Philadelphia is \$3, from Philadelphia to New York is seventy cents less than charged on through tickets.

CHOSEN HEISER.

WOODEN BUILDINGS. TO THE EDITOR OF THE HERALD :-Is it not against the law to erect a wooden building? I would like to call your attention to the one built by Assemblyman Coulter in West Fifty-first street, between Tenth and Eleventh avenues. It is built entirely of wood and nearly finished, and no inspector has been able to see it. He cannot call it an extension, and it is built in violation of the law. Now, the reason I companin is because I am very much alraid of fire. A match factory in the rear on one side and a kerosene place on the other and all in wooden buildings.

ANOTHER GOOD IDEA.

TALLY HO.

TO THE EDITOR OF THE HERALD :-Are the iron trade going to give their clerks a holiday on Tuestay, May 15, to allow them to see the Car-nival? IRONMONGER.

LET THE SCHOOLS ALONE. TO THE EDITOR OF THE HERALD!-

Has the Legislature lost all intelligence? What do our lawmakers mean? Consternation pervades every just minded man at the thought of the dear old institutions, which have exercised parental care over the development of our early days, being prestituted to political jobbery! Are we to stand by in silence and see the control of our noble schools taken from the hands of the careful Board of Education and placed under the management of the Board of Apportionment Has the triumvirate ceased to be practical for the adult that it may tyrannize over and corrupt our embryo citizens (indirectly at least)? Are these necessary institutions to be utilized for political trickery? Change without improvement is not reform. Let our representatives beware how they deal with this delicate matter, which touches the heart cords of every one who has enjoyed the powerful benedits, the frieding benefits, these institutions bestow. Pullution must not enter their walls. Every attempt to enforce the proposed change is a sacrilege which will make the iconociasts odious, will display their barbarous want of intelligence to understand the mighty structure which rests upon the foundation stone they would remove, will remove the adherence of every thinking man from themselves and set them as marks for disdain and reprosch. Do not paralyze the hand which has led us through childhood and youth to the gate of the world! Do not spoil the noble evidences of intellectual advancement Let every other public trust be deserrated, but leave untouched the landmarks which have pointed out the path through life—the barbor from whose wharf we have been faunched on the sen of life. Mr. Editor, you will certainly not deay me space in your valuable public mouthpiece.

EMANUEL J. S. HART. bryo citizens (indirectly at least)? Are these necessary

EMANUEL J. S. HART. New York, May 11, 1877.

THE BABBITT EMBEZZLEMENT.

Arrival of Lewis, the Swindling Clerk Beckwith's Accomplice.

HOW HE WAS CAPTURED.

Interview with Detective Golden-Startling Developments Probable.

Among the passengers noticeable on the deck of the City of Richmond yesterday morning were two tall, weil dressed gentlemen, who talked and chatted together with a familiarity, and indicated friendship of long standing. They appeared to enjoy each other's company very much, remaining inseparable throughout the bustle and confusion incident to the landing attending to each other's buggage and making all prep arations together. To the outside observer they might be taken for trothers, but to the passenger, they were simply warm triends-Americans-retur ing home after a European trip, who had, during the passage, occupied the same stateroom and sat together at table. One was Timothy Golden, detective of the New York ponce, and the other was his prisoner, Thomas R. Lewis, the fugitive who stands indicted to stealing nearly half a million dollars from his late em-ployer, B. T. Babbitt, the wealthy soap manufacturer, of this city. The passengers, however, know them only as Mr. Golden and Mr. Lewis. Their relationship was kept a profound secret. The first intimation of their position was when t

government tag steamed up and took them on board Then somebody whispered that Golden was a detective and Lewis his prisoner. The news was shocking to the ladies who had entertained Lewis throughout the passage and had thought him such an agreeable and accomplished gentleman, and more than one fall one exclaimed "Did you ever? "

LEWIS LODGED IN JAIL.
Arrived in New York Golden called a cab, and soon the pair were being driven rapidly toward the Police

Arrived in New York Golden called a cal, and soot the pair were being driven rapidly toward the Police Central Office. The welcomes and congratulations of his associates of the detective force concluded Golden formally delivered his prisoner, who was locked up to awan the action of the District Attorney.

Up to the last moment Lewis retained his composure, but when the doorman swung back the heavy iron door of the cell and invited him to enter, his coefficies of the college of the delivered him to enter, his coefficies are way and he appeared much affected.

After reporting to Superintendent Wailing Golden went to the Grand Central Hotel and retired to his reom. When the reporter called yesterday afternoon to learn the particulars of the arrest the detective was about setting for a good map. "I feet," sail he, "like taking a good, long sleep, now that he is safely caped. If one is a smart one, and gave me a long chase, and I coulan't afford to take any chances with him, but I must give him credit for acting fairly with me. Before taking the steamer he segged me not to let it be known that he was a prisoner, and I agreed, he promising to come quietly. Nobody suspected that he was a prisoner."

The detective was not to be interviewed, except in fragments. Having disposed of the Turk and detailed at length the incidents of his voyage to England and still finding the reporter's pattence inoxhausted, the details snould not be made public. Babbit and Lewis stole over \$600,000 from Mr. Beckwith. Some of the money has been recovered and one of the criminals is now in State Prison. We want to recover as

Lewis stole over \$600,000 from Mr. Beckwith. Some of the money has been recovered and one of the criminals is now in State Prison. We want to recover as much of the balance as possible. We have recovered from Lewis over £4,000. Publicity hinders success, and there are others unnamed to whom suspicion points as accomplices. "

a letter from ther, directed to a person with an Italian name in Tuscany. Golden reasoned rightly that the man was her husband, and at once took steps to reach him. After several weeks of following he succeeded in running him down. Once arrested Lowis made a full contession and its details, Detective Golden hints will astonish New York, when they become known, bewis was arraigned before Sir James Ingham and in due time extradited.

Golden reported to Mr. Babbitt last night and was closeted with him until a late hour. To-day Assistant District Attorney Rollins will take charge of the case and push the prosecution.

ABOUT A. OAKRY HALL.

Speaking of A. Oakey Hall, Detective Golden said to the HERALD reporter:—"I was dumbfounde dwhen I learned about Mr. Hall. He was an old friend of mine and was also Mr. Babbitt's counsel and knew all about the case. Before leaving London I outsined his address and went there. It is in a poor part of the city. A woman met mo at the door. I handed her a note addressed to Mr. Garbett, in which I said that I would like to see him before starting for New York. She soon returned, saying, 'He regrets exceedingly that he cannot see you now, but will call at your hotel.' He never called."

A THOUGHTLESS ENTHUSIAST.

Mr Caspar Franck, his wife and three children and friend were driving across Montgomery street at the junction of Prince, in Newark, yesterday, when a mar came out from a basement and discharged a pistot The horse broke away and upset the party. A chile belonging to Theodore Weber, of No. 168 Prince street belonging to Theodore Weber, of No. 168 Prince street was run over and had its right ear cut off. Mr Frank attended to the little one, and their had his attention called to one of his own children, whose head had been injured by the pistol shot. The man who fired the pistol was nr rested. He gave his name as Gottlieb Rugle, and stated in explanation that one of his children was being christened and in honor of the event he fired the pistol. He said it was only loaded with wadding. As no ball could be lound in the wound in the child's head his statement is believed to be true. He is held, however. The wound is not fatal.

JERSEY ALMSHOUSE ABUSES.

The Grand Jury of Hudson county, N. J., has presented the County Almshouse at Snake Hill as being totally inadequate to the wants of the papper inmates. who have increased in numbers during the past year for beyond the capacity of the institution. The poor children are not properly cared for in the matter of education, and cleaniness of person is only partially attended to for lack of proper accommodation. The warden has not sufficient assistance to enable him to carry out a strict system of discipline.

NAVAL INTELLIGENCE.

ENGLISH BAMS AND AMERICAN IDEAS-PROMO-TIONS IN THE PAY DEPARTMENT.

Washington, May 13, 1877.

A prominent officer of our navy recently had the opportunity of examining the drawings of the marine rain planned by Admiral Sartorious, and now being constructed by the British government. Upon his return home he made a like examination of the ram planned some years ago by Commodore Danie Ammen, chief of the Bureau of Navigation at the Navi Department, photographs and descriptions of which have been published through various letters and reports made by him to the department, and found that the design of the English ram, its general dimensions, &c., are in every respect similar to that proposed by Commodore Ammen, who, it will be remembered, prepared his design some years ago and gave it wide publicity; therefore it looks as it the English government recognizes the merit of such an invention. Commodore Ammen, who has devoted much time and study to this subject, expresses his gratification that such a ship is being constructed in England. Whatever may be the origin of Admiral Sartorious' ram, whether it be original in all its parts or modified, he is piessed to know that apparently the same ideas of construction exist, and that if not at home they are receiving a practical development abroad.

PROMOTIONS.

Paymaster Frank C. Cosby, United States Navy, has been promoted to the grade of Pay Inspector, vice Foster, deceased; Passed Assistant Paymaster in place of Cosby, and Assistant Paymister Whilam W. Barry to the grade of Paymaster, in place of Cosby, and Assistant Paymister Whilam W. Barry to the grade of Paymaster, in place of ports made by him to the department, and found that